

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	East Germany	REPORT	
SUBJECT	Technical Details Observed on the IL-28	DATE DISTR.	7 May 1953
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		REFERENCES	

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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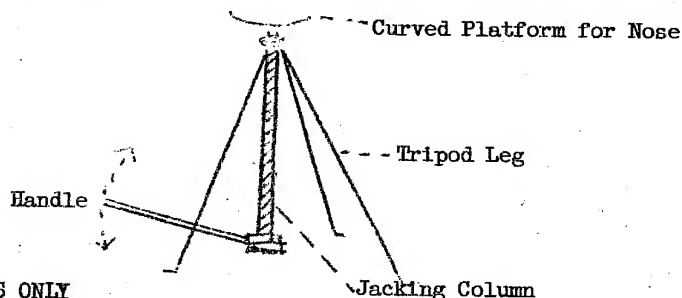
1. Refuelling

On one occasion a tank truck on a ZIS 151 chassis with a two-axle tank trailer was parked on the portside of and facing in the same direction as an IL 28 on a hardstand (the truck underneath the portside wing and its trailer underneath the portside tailplane). The bomb doors were open and a hose from the truck led upwards into the rear half of the bomb bay. The truck remained in this position for approximately 30 minutes. At least at one time during this period the engine of the truck, which actuates its pump, was running.

2. Checking of the Operation of the Undercarriage

Three tripods with a central jacking column are placed underneath the nose and each wing, between fuselage and engine nacelle. The platform on top of the jacking column of the tripod placed underneath the nose is concave to fit the curvature of the fuselage. The jacks are raised by up and downward movement of a metal bar (approximately 1.50 m long) introduced at the base of the column and worked by one man. The aircraft is raised until the wheels of the undercarriage are approximately 10 cm. off the ground. A vehicle with four compressed air bottles stands underneath the bomb bay and the four hoses issuing from them join into one thicker hose which is introduced into an aperture on the underside of the fuselage immediately forward of the bomb bay. With an officer at the controls in the cockpit, the undercarriage is then raised and lowered several times. A short hissing noise is heard as the undercarriage is withdrawn.

Not to Scale



25 YEAR RE-REVIEW

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STATE	ARMY	X	NAVY	X	AIR Ev	X	FBI		AEC		OSI Ev	X		
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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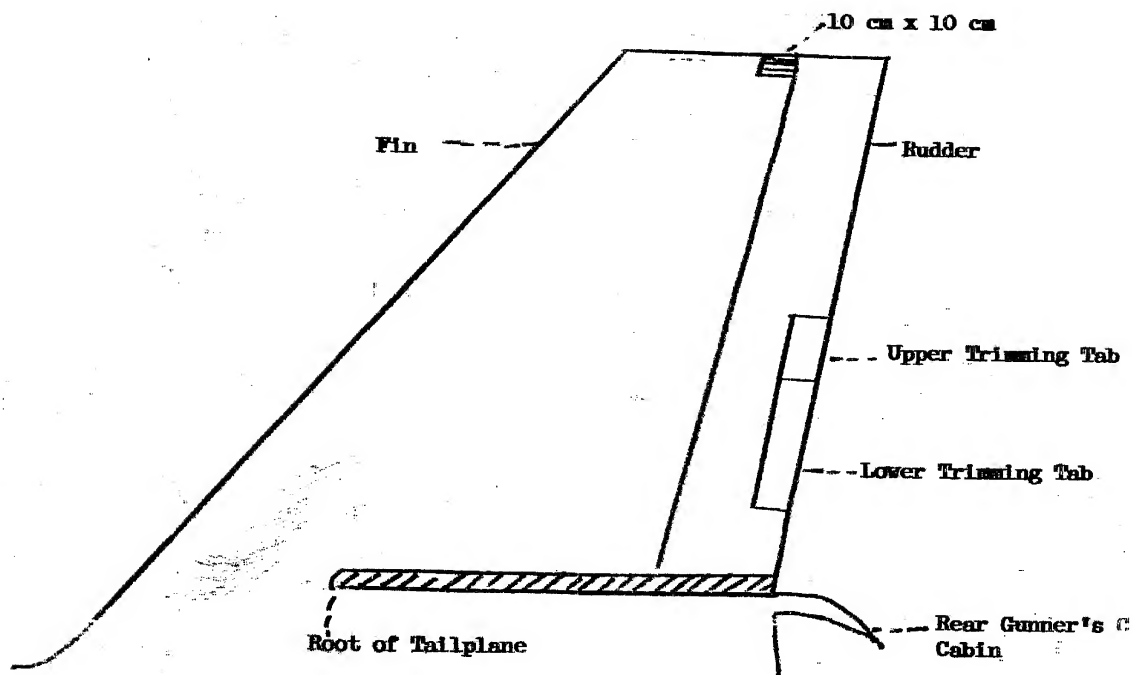
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3. Control Surfaces on Tail Fin

- a. The leading edge of the rudder is straight with the exception of the top 10 cm (approx.) where it is inset into the fin to a depth of approximately 10 cm.
- b. There are two adjoining trimming tabs below a point approximately half the way down the trailing edge of the rudder and occupying approximately three quarters of the lower half of the trailing edge. The upper trimming tab has approximately half the height of the lower one. The width of both trimming tabs is approximately a sixth of the width of the rudder.

Not to Scale



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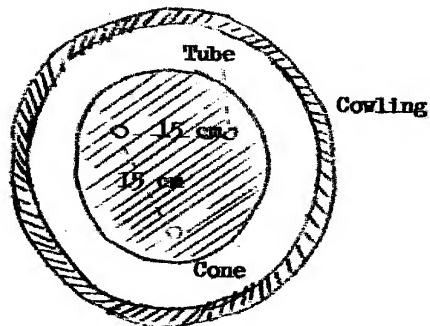
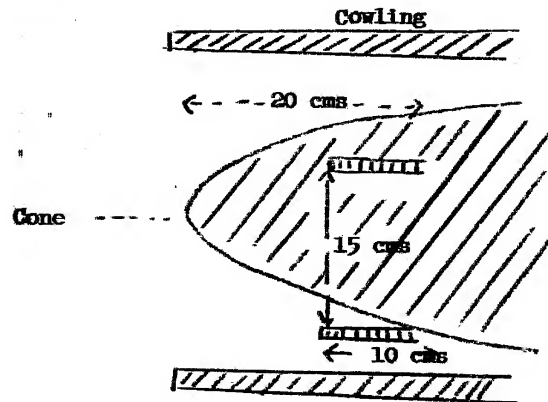
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4. Jet Intake

Approximately 20 cm to the rear of the rounded tip of the cone inside the intake and spaced evenly around it, three tubes project from the cone horizontally and in line with the direction of flight for a distance of 10 cm. (approx.). These tubes are open at the front and resemble the muzzle of a light machine gun in diameter and appearance.

Cross Section**Not to Scale****Longitudinal Section****Not to Scale****SECRET/CONTROL - U.S. OFFICIALS ONLY**

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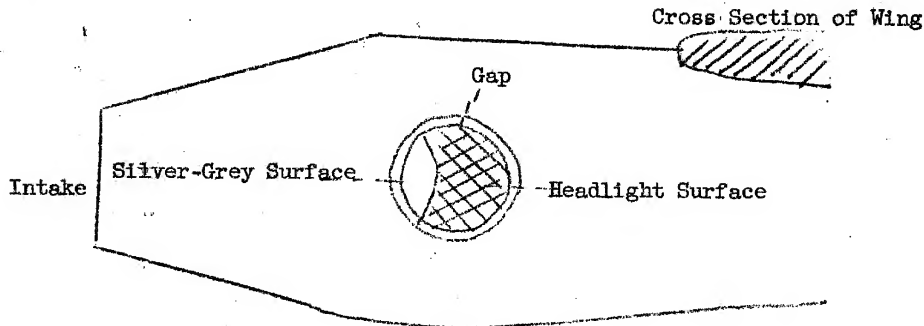
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5. Landing Lights

On the outboard side of each engine nacelle, a quarter of its length to the rear of the intake, there is a circular inset of an estimated diameter of 20 cm. There is a gap of approximately 1 cm between the inset and the surrounding nacelle surface. A full crescent occupying the rear two thirds of the inset is made of grooved glass (suggesting a headlight).

Side View of Nacelle from Wingtip

Not to Scale



As the landing lights have been seen coming from the area of the intake, it is suspected that this inset swivels through 90° on a perpendicular axis running through the points of the crescent until it faces in the direction of flight. The concave edge of the grooved glass surface may actually fit the curvature of the surface of the nacelle.

6. Bomb Bay

The inner surfaces of the bomb doors each show a line of twelve circular holes or depressions of an estimated diameter of 20 cm. each. The distance between these holes or depressions is estimated to be 10 cm.

7. Swinging the Compass.

An IL 28 was parked on a hardstand and the two cables from the battery of the starting carriage were connected with the two plugholes on the portside of the tail end of the fuselage. An officer facing in the direction of flight was standing up in the cockpit whose canopy had been swung open to starboard. An upright rod rose from the cockpit in front of the officer to a height just above that of the cockpit cover (when closed). Mounted on top of this rod there was a semicircular fork of an estimated diameter of 10 cm. The officer sighted through this fork towards another officer standing about 20 to 25 m away in the direction of flight. The two officers then shouted short phrases to each other and made notes on a pad. This was repeated several times, the officer in the cockpit disappearing below in between each reading. After approximately 15 minutes the aircraft was turned through 90° by a party of enlisted men pushing and pulling on the tail. The officer in the cockpit directed the working party, indicating the exact position in which he required the aircraft. The taking of readings was then resumed and the same procedure eventually repeated for all four points of the compass.

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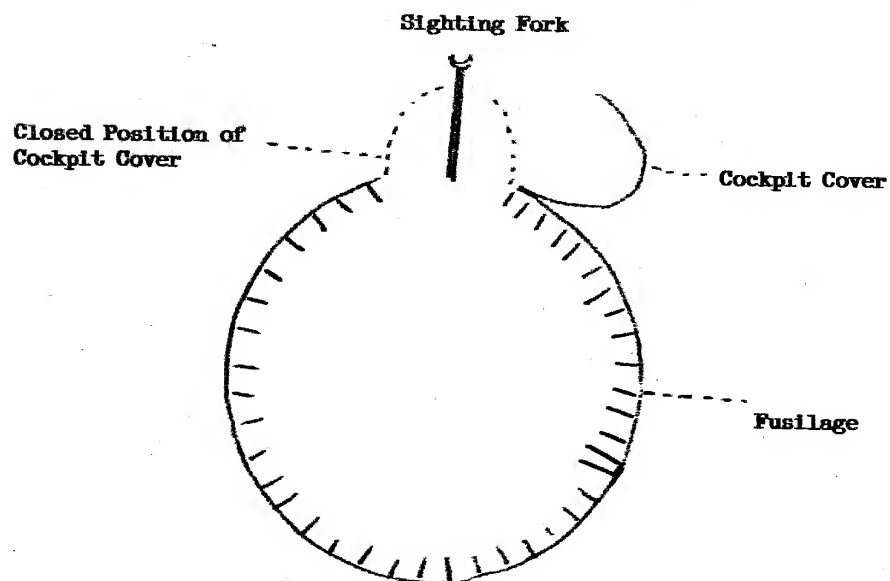
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Cross Section of Fusilage and Cockpit from Tail End

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